

CHAPTER 10

NEIGHBORHOOD DEVELOPMENTS

Because of the unique character of each of Barrington's neighborhoods, a continued effort should be exerted to maintain the existing scale and character and to minimize encroachment of commercial uses into residential neighborhoods. Redevelopment in the Village Center and other commercial areas is anticipated as population grows. This will create pressures for changes in approved land use. Extreme care is recommended in reviewing requests for such changes.

Specific suggestions for Village neighborhoods are included in the following sections, which should be periodically evaluated and modified to meet the changing needs of the community. Neighborhood extents are indicated in Figure 8, Neighborhood Boundaries.

NEIGHBORHOOD ONE

This area is generally bounded on the south and west by the Village Center and on the north and east by Northwest Highway.

It is a mature, attractive neighborhood of predominantly single-family homes on lots of approximately 7,500 square feet. Blocks near the business district are zoned as two-family residential.

Recommendations are as follows:

1. The neighborhood should be protected from any encroachment by commercial establishments.
2. Local street planning for this neighborhood should take into account the desirability of protecting the residential streets from use by through traffic which is destined for the Village Center and the commuter railroad station, especially as Redevelopment Area Number 1 develops.
3. Particular attention should be paid to the historical nature of the neighborhood when development occurs.
4. Areas of this neighborhood may be appropriate for inclusion into a historic district.
5. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

NEIGHBORHOOD TWO

Hillside Avenue bounds this area on the south, Hough Street on the west, Lake Street and the Village Center on the north, and the Union Pacific railroad on the east.

This is predominantly a mature, tree-lined neighborhood of single-family homes on lots of approximately 7,500 square feet, with two-family dwellings located near the Village Center and along Hough Street, and a townhouse and single-family development at the eastern end of the neighborhood.

Recommendations are as follows:

1. Local street planning for this and the neighborhood south of Hillside Avenue should take into account the desirability of protecting local streets from use by through traffic which is destined for the Village Center, the commuter railroad station, and the Southgate area within Neighborhood Eight.
2. Conversions of single-family dwellings to two-family dwellings should be discouraged adjacent to the Village Center and the railroad tracks.
3. Open space and/or residential redevelopment shall be encouraged between Spring, Russell, Summit and Lincoln Streets.

4. Redevelopment of single-family and two-family lots into multi-family dwellings should be discouraged in order to maintain the single-family character of the neighborhood.
5. This neighborhood contains Special Planning Area 15 (Russell and Summit Streets). See the proposed land use recommendation within the Special Planning Area Chapter 11.
6. Areas of this neighborhood may be appropriate for inclusion into a historic district.
7. Restoration of single-family homes from what are now two-family homes, but were formerly single-family homes, should be encouraged.
8. Drainage and soil concerns should be taken into consideration when developing or redeveloping this area.
9. The completion of sidewalks, which access public amenities (e.g., Train Station), should be encouraged.
10. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

NEIGHBORHOOD THREE

Hillside Avenue bounds this area on the south, on the west by the EJ&E railroad, on the north by the Village Center, and on the east Hough Street and the Village Center.

This neighborhood includes a wide range of residential types and ages. It is closely related to the Village Center and enjoys advantages derived from it. The northeast quarter of this neighborhood lies within a Historic District, which is listed on the National Register. This neighborhood also includes the Barrington West apartment complex on Lageschulte Street and a small industrial district along the EJ&E railroad.

Recommendations:

1. If present uses are discontinued, the industrial sites along Lageschulte Street should be considered for redevelopment of craftsman type uses.
2. Redevelopment of single-family and two-family lots into multi-family dwellings should be discouraged in order to maintain the single-family character of the neighborhood.
3. This neighborhood contains Special Planning Area 22 (Lageschulte Street). See the proposed land use recommendation within the Special Planning Area Chapter 11.
4. Restoration of single-family homes from what are now two-family homes, but were formerly single-family homes, should be encouraged.
5. Sidewalks should be added to this area as it redevelops.

NEIGHBORHOOD FOUR

Main Street and the EJ&E railroad bound this area on the south, the Village boundary on the west, Northwest Highway on the north, and Hough Street and the EJ&E railroad on the east.

This area contains a variety of land uses; the major uses being Barrington High School, Langendorf Park and the Village Public Works and Wastewater Facility. The small residential area east of the high school contains predominantly single family homes.

Recommendations are as follows:

1. The area on Main Street east of the high school should be protected from further encroachment by non-residential land uses.
2. Flint Creek should be made accessible with a walking path, with the assistance of neighborhood resident volunteers.
3. Because the single-family area east of the high school is isolated, the purchase of land should be encouraged for a small neighborhood play lot. Consideration should also be given to provisions for a safe pedestrian underpass beneath the Union Pacific railroad.
4. Consideration should be given to the development of the vacant lot south of the Commonwealth Edison facility along Raymond Avenue. This site could accommodate detached single-family or open space.

5. The development of a pedestrian access to Langendorf Park across the railroad track should be seriously considered.
6. This neighborhood contains Special Planning Area 4 (Redevelopment Area No. 4), and 24 (UARCO). See the proposed land use recommendation within the Special Planning Area Chapter 11.
7. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

NEIGHBORHOOD FIVE

Northwest Highway and the EJ&E railroad bound this area on the south, Hough Street on the west, Providence Road on the north, and the Cuba-Ela Township line on the east.

The Jewel Park subdivision within this neighborhood is the oldest developed area. It is a very attractive subdivision with curvilinear, tree-lined streets and single-family homes on lots of 15,000 square feet and larger. In the 1930s, it was subdivided, reforested and controlled by design covenants administered by the developer, Jewel Companies, Inc. In recent years, an active homeowners association has been created to continue the administration of those covenants.

Recommendations are as follows:

1. Natural drainage courses and wetlands should be preserved and maintained to the extent possible.
2. Non-vehicular pedestrian connections should be encouraged, especially along Lake Zurich Road, which would provide a safe access to the Village Center.
3. Cut-through traffic should be discouraged and remediation of existing conditions should be sought for this area.
4. Pedestrian and bike linkages should be encouraged.

NEIGHBORHOOD SIX

This area is bounded by the east property line of the commercial strip on Northwest Highway on the west, Northwest Highway on the south, Main Street on the north and Eastern Avenue (a.k.a. John Snow Avenue) on the east.

The street pattern is a grid. Due to the surrounding land uses, and proximity to State Highways, the potential for cut-through traffic is significant.

Recommendation:

1. The neighborhood should be protected from any encroachment by commercial establishments or multiple family residences.
2. Local street planning for this neighborhood should take into account the desirability of protecting the residential streets from use by through traffic.
3. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

NEIGHBORHOOD SEVEN

Cornell Avenue generally bounds this area on the south, Barrington Road on the west, Hillside Avenue on the north, and Northwest Highway on the east.

The portion of this neighborhood east of George Street and east of Highland Avenue is used for open space - passive recreation. The Cook County Forest Preserve District, the Barrington Park District, and the Village of

Barrington are the primary owners of land surrounding the man-made Bakers Lake. Approximately 150 feet along the shoreline on the publicly owned land is designated as an Illinois Nature Conservancy District.

The western portion of this area is made up of predominantly single-family homes. Generally, those lots north of Illinois Street are within the Village of Barrington and range in size from 7,500 square feet to 10,000 square feet; those lots south of Illinois Street are generally within unincorporated territory and range in size from 10,000 square feet to 20,000 square feet. Drainage, quality of streets, and in the unincorporated area, the efficiency and effectiveness of individual septic systems, continue to remain serious or potentially serious problems.

Recommendations are as follows:

1. Through traffic should be discouraged from the Village Center on the north or by the “Southgate” commercial area and Ron Beese Park on the south.
2. Unincorporated residents who wish to annex shall be required to connect to and extend Village utilities at their expense. Particular attention should be paid to stormwater issues relative to any future development.
3. This neighborhood contains Special Planning Area 27 (Barrington Road at Cornell Avenue). See the proposed land use recommendation within the Special Planning Area Chapter 11.

NEIGHBORHOOD EIGHT

Cornell Avenue bounds this area on the north, the Village boundary on the west, Dundee Road on the south, and the Barrington-Palatine Township line on the east.

The section east of George Street extended is currently utilized as, and should remain, a public open space, Ron Beese Park, which is owned and maintained by the Barrington Park District.

The portion west of Barrington Road consists of institutional uses and a forty-acre single-family subdivision designed to preserve on-site open space.

The portion east of Barrington Road and west of Ron Beese Park is the area commonly known as Southgate, where the predominant uses are office, home furnishings and auto dealerships.

A one-hundred foot wide green area has been provided along both the east and west sides of Barrington Road beginning at Dundee Road and ending at Cornell Avenue to provide for a buffer between the commercial and residential and Barrington Road.

Recommendations are as follows:

1. Preservation of open space should be encouraged in this area.
2. Additional parkway landscaping improvements should be encouraged along Barrington Road.
3. Only residential uses should be encouraged on the west side of Barrington Road.
4. The Grove Avenue area should be developed for office/research and commercial use only.
5. This neighborhood contains Special Planning Areas 17 (Mancuso Property), 18 (Dundee and Grove Avenue), 19 (South Grove Avenue, west of Prairie Campus), and 25 (South Grove Avenue). See the proposed land use recommendations within the Special Planning Area Chapter 11.

NEIGHBORHOOD NINE

This area is bounded on the south by Illinois 59 and the Village boundary, on the west by the EJ&E railroad, on the north by Hillside Avenue and on the east by Hough Street.

East of Dundee Avenue is single-family homes built in the 1950's on lots approximately 10,000 square feet. West of Dundee Avenue is a subdivision of single-family homes on lots of 20,000 square feet or larger.

Recommendations are as follows:

1. Sidewalks should be encouraged in this area.
2. This neighborhood contains Special Planning Area 7 (St. Mathews Lutheran Church). See the proposed land use recommendations within the Special Planning Area Chapter 11.

NEIGHBORHOOD TEN

This area is bounded on the south by Northwest Highway, on the west by Old Barrington Road extended, on the north by West Brandt Road, and on the east by Hough Street.

It is now developed predominantly for single-family homes on parcels of 10,000 square feet to 15,000 square feet each. Streets within the Village are tree-lined, but are not fully improved.

Recommendations are as follows:

1. Plans to reduce the potential for through traffic movements being generated by Northwest Highway and employees of adjacent commercial areas should be implemented.
2. Unincorporated residents who wish to annex shall be required to connect to and extend Village utilities at their expense.
3. Commercial encroachment should be discouraged in residential areas.
4. Any future development or redevelopment should address flooding issues and provide stormwater management improvements.
5. Special service areas or taxing district should be pursued to address stormwater management issues.
6. Development along Hough Street should be screened with heavy vegetation.
7. This neighborhood contains Special Planning Area 12 (Land east of Roslyn School) and 13 (North of Spring Road). See the proposed land use recommendations within the Special Planning Area Chapter 11.
8. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

NEIGHBORHOOD ELEVEN

Providence Road bounds this area on the south, on the west by Hough Street, on the north by Cuba Road, and on the east by the Lake County Forest Preserve.

The area west of Lake Zurich Road is subdivided and predominantly built up for a common well and private septic tanks. A small lake and park are located within the subdivision.

Recommendations are as follows:

1. Residents of the subdivision west of Lake Zurich Road, called Fairhaven Estates, may petition the Village of Barrington to annex. However, the subdivision must first upgrade their water system prior to the Village's acceptance.
2. The southeast corner of Cuba Road and Lake Zurich Road should be encouraged to remain as open space or be incorporated into the Forest Preserve.
3. A non-vehicular pedestrian/bike path connection between residential areas and the downtown area should be encouraged. If annexed such connections should be encouraged.
4. Development along Hough Street should be screened with heavy vegetation.

NEIGHBORHOOD TWELVE

Main Street bounds this area on the south, on the west by the Cuba-Ela Township line, on the north by the Lake County Forest Preserve and on the east by Ela Road.

In its natural condition the main body of Cuba Marsh predominantly occupies this neighborhood unit. Most of this neighborhood consists of the north portion of the Fox Point subdivision, which is zoned for single-family homes on lots of 20,000 square feet or larger, surrounding a large man-made body of water, Lake Louise.

Recommendations are as follows:

1. The enhancement and/or restoration of Flint Creek should be encouraged between Lake Cook Road and Lake Louise.
2. A bike path along Ela Road and through the Barrington Meadows subdivision should be encouraged.
3. Single-family residential should be encouraged, and commercial discouraged.
4. This neighborhood contains Special Planning Area 11 (Ela Road near Long Grove Road). See the proposed land use recommendation in the Special Planning Area Chapter 11.
5. Development along Main Street should be screened with heavy vegetation.

NEIGHBORHOOD THIRTEEN

This area is bounded on the south by Northwest Highway, on the west by Eastern Avenue (a.k.a. John Snow Avenue), the north by Main Street and on the east by Ela Road.

This neighborhood is now predominantly developed as single-family residences on lots of 15,000 square feet adjacent to Main Street and larger in the vicinity of Hillside Avenue.

Recommendations are as follows:

1. The Thunderbird Country Club shall be encouraged to remain as open space.
2. Unincorporated residents who wish to annex shall be required to connect to, and extend, Village utilities at their expense.
3. The restoration and/or enhancement of the creek from Northwest Highway to Lake/Cook Road (including Thunderbird Country Club) should be encouraged.
4. This neighborhood contains Special Planning Area 20 (Ela Road at Northwest Highway), 21 (Thunderbird Country Club), and 26 (Hillside Avenue at Northwest Highway). See the proposed land use recommendations in the Special Planning Area Chapter 11.

NEIGHBORHOOD FOURTEEN

This area is bounded on the south by West Brandt Road, on the west by Old Barrington Road extended, on the north by Cuba Road and on the east by Hough Street.

This land is unincorporated and is predominantly single-family residential, developed on lots of two acres or larger. Local streets are not fully improved.

Recommendations are as follows:

1. Unincorporated residents who wish to annex shall be required to connect to, and extend, Village utilities at their expense.
2. Watercourses and lowlands should be preserved as public or private open space.
3. This neighborhood contains Special Planning Area 13 (North of Spring Road). See the proposed land use recommendation within the Special Planning Area Chapter 11.

NEIGHBORHOOD FIFTEEN

This area is bounded on the south and west by Northwest Highway, on the north by Cuba Road, and on the east by Old Barrington Road, and, if extended, Neighborhood 10.

North of Taylor Road, the land is predominantly unincorporated and agricultural, zoned for five-acre residential lots. Also within the neighborhood are partially completed residential subdivisions zoned for 8,500 square foot lots.

Land east of Twentieth Street, south of Taylor, west of Hart Road and south of Merton Road extended is annexed to the Village.

Recommendations are as follows:

1. Unincorporated residents who wish to annex shall be required to connect to, and extend, Village utilities at their expense.
2. Commercial development should be encouraged only along US Route 14 to property fronting on said thoroughfare.
3. Watercourses and lowlands near Cuba Road should be enhanced.
4. This neighborhood contains Special Planning Area 9 (West of Foundry Shopping Center) and Area 10 (Wickstrom Ford). See the proposed land use in the Special Planning Area Chapter 11.

NEIGHBORHOOD SIXTEEN

The EJ&E railroad bounds this area on the north, Main Street on the south, the Cuba-Ela Township line on the east, and Northwest Highway on the west.

The predominant land use is devoted to a large, well-landscaped corporate office park. Some small retail uses exist along Northwest Highway near the southwest corner of the neighborhood. Residential uses exist on land fronting on Main Street.

Recommendations are as follows:

1. The existing campus-like environment within the neighborhood should be encouraged, consistent with the global traffic plan.
2. Further development of retail uses should be limited north of Lake/Cook Road and single-family residential shall be maintained east of the cemetery along Lake/Cook Road.
3. See the recommendation for Lake Zurich Road in the Transportation Chapter.
4. This neighborhood contains Special Planning Area 5 (Jewel Tea Property), and 6 (Pepper Construction). See the proposed land use recommendations in the Special Planning Area Chapter 11.
5. Adaptive reuse and preservation of the Jewel Tea building should be encouraged.
6. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

NEIGHBORHOOD SEVENTEEN

Main Street bounds this area on the north, the Village boundary on the south and west, and the EJ&E railroad on the east.

The predominant land use is manufacturing, with the Quaker Oats Company being the major facility.

Recommendations are as follows:

1. Land within the Flint Creek floodplain should remain undeveloped.
2. Hardwood savannas shall be protected and shall remain undeveloped.
3. Ecological concerns need to be addressed in this area.
4. This neighborhood contains Special Planning Area 23 (Quaker Oats). See proposed land use recommendation in the Special Planning Area Chapter 11.

NEIGHBORHOOD EIGHTEEN

This area consists of the Village Center District, the Mixed Use Overlay District, and the commercial area along Northwest Highway immediately east of the Village Center and the commuter parking lot.

Recommendations are as follows:

1. The commercial strip on the west side of Northwest Highway should be considered in conjunction with possible future redevelopment.
2. Non-vehicular connections and uses should be encouraged across Hough Street, the railroad tracks and Main Street. Pedestrian connections should be encouraged between redevelopment areas one and four.
3. Refer to the Village Center Chapter 6 for more detailed recommendations regarding the Village Center area.
4. Redevelopment Area 1 or Area 4 should be considered for the development of a cultural or civic center in conjunction with other commercial and/or residential development.
5. This neighborhood contains Special Planning Area 1 (Redevelopment Area 1), 2 (Redevelopment Area 2), 3 (Redevelopment Area 3), 14 (Main and Lageschulte Streets), 28 (Trains Station Area) and 29 (Speck Oil). See proposed land use recommendations within the Special Planning Area Chapter 11.
6. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.